Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **405** **Const Calendar Day:** 128 **Date:** **10-Oct-2012** **Wednesday**
Inspector Name: **Wright, Doug** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 06:45 AM 06:45 PM **Break:** 00:30 **Over Time:** 03:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition**

Working Day ☑ If no, explain:

Diary: Dispute ☐

Stanchion Posts

Overview of Cable work today:
The following work was ongoing today on the Cable:
- Installation of stanchion posts
- Tensioning of suspender anchor rods
- Removal of the phase-1 jacking brackets
- Re-tensioning of cable band (CB) bolts
- Painting of the suspender ropes at PPs 104 through 110

Today I was inspecting Gary Anderson's crew on the installation of stanchion posts, & other misc inspection. The labor for Gary's crew is listed below. See the diaries of L. Woo, S. Daouk , A. Iranmanesh, & F. Carpio for additional details of Cable work.

- I arrived at the pier 7 office at 06:45.
- From 06:45 until 07:15, I reviewed the shop drawing details of the stanchion posts.
- At 07:25, I arrived on the bridge. At this time, Gary's crew was sorting stanchion posts to get ready for installation.
- From 07:25 until 10:00, Gary's crew was sorting stanchion posts.
- Note: The iron-workers noticed that the outboard stanchion post at PP18S was not fabricated correctly. The MEP attachment plates were welded onto the wrong side of the stanchion post. If installed in its current condition, the MEP attachment plates would be perpendicular to the intended position. See attached photo. The plates need to be removed & then re-welded at their correct position. I notified Roman Granados of this, & we looked up the shop drawings for this post, & gave a copy of them to lead METS inspector Rodney Patterson since METS will need to inspect the re-welding.
- At 09:00, Mike Draper's crew started to tension the suspender anchor rods on the North main-span. Francisco Carpio was inspecting this work, but was unfamiliar with the inspection of it. I stayed with Francisco at the tensioning operation from 09:00 until 10:00 when he was familiar with the inspection of the operation.
- From 10:00 until 12:00, Gary's crew was sorting stanchion posts & installing the hand rope clamps at the top of the stanchion posts.
- From 12:00 until 12:30, I ate lunch.
- From 12:30 until 13:30, Gary's crew was sorting stanchion posts & installing the hand rope clamps at the top of the stanchion posts.
- At 13:20, the painters took the stanchion post at PP18S to be blasted to remove the paint prior to the re-welding work.
- From 13:00 until 13:30, Gary's crew loaded the stanchion posts for PPs 36N, 38N, & 40N into a skip box, & they were lifted to the top of the Tower.

Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Wright, Doug **Diary #:** 405 **Date:** 10-Oct-2012 Wednesday

- From 13:30 until 14:30, Gary's crew was sorting the stanchion posts at the top of the Tower & rigging them to be hoisted onto the catwalk.
- From 14:00 until 14:30, I helped Lariane Woo take some measurements at CBs. I measured the distance from the CBs to the uphill & downhill 1.5m offset reference lines at PP 22S, 24S, & 38S. Each of the measurements was within about 3mm of theoretical. These measurements were needed prior to the Cable Acceleration Team meeting today for discussion on the issue of the suspender ropes that are hard against the CB troughs as they exit the CB trough..
- From 14:30 until the end of the shift, Gary's crew was installing the stanchion posts at PPs 36N, 38N, & 40N. Note: the bolts attaching the posts to the CBs were installed only snug tight. They may need to be removed during wrapping of the Cable, so they will be tensioned after the Cable wrapping.
- At 15:00, Kevin Karber's crew started to sort stanchion posts for the South side-span to get ready to start installing them.
- From 16:30 until 17:00, I took some measurements of the angles of the CB troughs with a digital level. They should be 90 degrees (plumb along the centerline of bridge direction). The angle of the CB trough varied up to 4 degrees, with the largest variations from plumb occurring at the same CBs where there is an issue with the suspender ropes pressing hard against the CB trough at the exit point. I took photos of each angle measurement. See attached photo.
- At 17:10, I left the bridge.
- From 17:20 until 17:45, I compiled photographs that I had taken of the CB trough angle measurements. Also, I leter emailed them to Roman Granados & Warren Collins.
- From 17:45 until 18:30, I reviewed the shop drawings of the stanchion post details. Also, I looked up the inspection torque criteria for the stanchion post & hand-rope anchor bolts.
- From 18:30 until 18:45, I wrote my diary for the day & checked email.
.

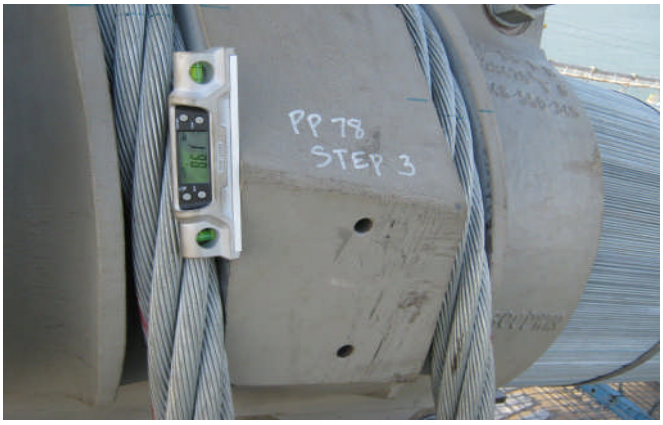
04-0120F4 **Bid Item: 067** **C-SUS-BGS.067** **Attach BG Lifts to Suspenders**

AMERICAN BRIDGE/FLUOR, A JV

Labor

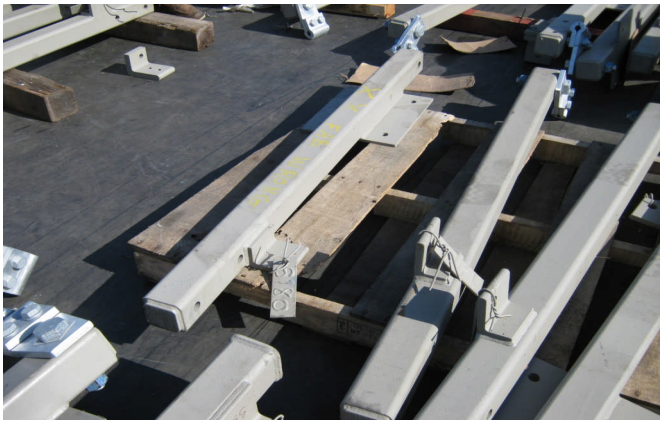
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Ironworker	JNM	JOSE ALFARO	8.00	2.00	0.00	10.00		☐
Ironworker	FOR	CARLOS VALVERDE	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00		☐
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		☐
Ironworker	GEN	GARY ANDERSON	8.00	2.00	0.00	10.00		☐

Attachment



CB trough angle of 86 degrees at PP78S (should be 90 degrees in this

direction)



Stanchion post at PP18S that was fabricated with the MEP plates on the wrong side of the post